

# Good Country Roads Are a Joy Forever in All Climes

Because They Make for Man's Pleasure in All Things that Have to Do With Social Communication

## NEBRASKA PROUD OF GOOD ROADS

Long Years of Preparation Makes Highways Which Stand Test of Recent Heavy Rains.

### GREAT BOON TO THE AUTOIST

With inches and inches of rain falling almost every day for a stretch of months, Nebraska's roads have at last received the test of their lives. Be it said to their credit, and to the credit of those who have devoted themselves unflinchingly to the development of good roads for a decade, that the Nebraska roads have stood the test.

Now that at last a period of twenty-four hours has been found with no rain storm, the roads are reported good. That is the supreme test. When roads pop up dry and hard twenty-four hours after the first let-up in rain for three months, then they are real roads.

"The roads in Iowa and Nebraska, generally speaking, are fairly good," was the report given out at the office of the Omaha Automobile club yesterday morning. "The Omaha, Lincoln and Denver road is good. The road from Omaha to Kansas City is in fair condition. The road from Omaha to Sioux City is readily passable."

### Change in Short Time.

Yet three days ago tourists that had made Omaha, were loading their automobiles in freight cars and shipping them to Chicago and Denver, depending on which way they were bound. Today they are traveling by auto as though nothing had happened.

Of course, there are spots in the bottoms that are flooded. The Elkhorn has been out at Valley and Waterloo for some time, and naturally in those bottom strips one will not expect to find the best of roads, but wherever the roads are not actually submerged, wherever the sun has had an opportunity at them, they have come up hard and firm.

Roads that will do that, and stand the test that this long rainy spell has given them, are not made in a day. They are the result of an idea. As a result of the war and militarism for generations, so Nebraska boosters have been thinking, dreaming, talking and working good roads day and night for a decade, yes for two decades, when one considers the first preliminary work.

### Have Kept Busy.

When the Nebraska men finally made up their minds they must have better roads in the state, there was a definite committal action. That committal resulted in immediate action, and that action has been kept up.

The famous King drag was brought into play. It is simple and cheap. Because it is simple, cheap and easily made, every farmer could make one with a few materials always on hand on any farm. So here and there all about every county in the state are scattered KING drags on the farms. After a rain, when the sun comes out and there is not much to do on the farm for a few hours, because the corn is too wet to plow, the farmer harnesses to his drag and gets busy on the road that bonds his farm. At the intersection he meets his neighbor who has dragged the road bounding his farm, and thus in succession each farmer is on the job with his section of highway until the whole road to the nearest town is put in good shape.

### Scientific Road Building.

Then, too, some years ago, road building began to receive more scientific attention. A study of roads was made with a view to learning what style of road would resist the action of storm and rain the best. It was found first of all that a road must have a "crown." To crown a road is to work it with scraper and draw that the center is higher than either side, or so that the road bevels down gently on either side from the central ridge or "crown." Thus a watershed is formed. Just as the pointed roof of a barn turns the rain to either side to run off the eaves, so the crown of a road, though not so sharp, turns the rain and allows it to drain away before it has an opportunity to saturate the main roadbed.

### Good Road Takes Time.

Building a road in this way is not immediately effective. That is, a road that has never been worked before cannot be crowned and made to turn rain effectively in a day, a week, or a month. No, it is a process of gradual development. It is a process, that to be effective, must cover a period of years. First the road must be so crowned, and then used for months. Then as the wagons, cars and other vehicles cut in and tear up the dirt and ruin the first crown, it must be built up again. Again it will be packed down, torn down, and scattered, and again it must be built up. Each time, however, the dirt is becoming more and more packed in the center of the road, until finally the crown is less and less easily destroyed by the action of wheels and storms. After a road has been thus treated for a series of years, the crown becomes as hard as asphalt and begins to resist the tearing action of the wheels, as well as the destructive action of the rains.

### Roads Kept Good.

It is this condition that Nebraska roads have been rapidly reaching in the last decade. It is this condition at its best that some particular stretches of Nebraska roads have already reached and maintained for a period of years.

It is this condition that most of the Lincoln Highway throughout Nebraska has attained. It is this condition that many of the other standard highways in the state have reached, generally speaking, throughout the length of their course. And it is this condition that thousands of strips of section lines of ten miles or more in length have reached leading into any one of hundreds of the leading country towns in the state.

And now that they have reached this stage, the long rain spell of this spring and summer, has given them perhaps the first supreme test. Often there has been snow, sleet and winter rains, but frequently under those conditions the frost is not yet out of the ground and the water does not get into the ground as it

## Little Trick that Does the Work



KING SPLIT-LOG DRAG, EASILY MADE, WHICH IS USED BY NEBRASKA FARMERS.

would be expected to at this time of year.

But the Nebraska roads have stood the test, and the persistent boosters for good roads are beginning to feel repaid.

As a kind of climax to the series of rains, Governor Morehead several days ago issued a proclamation making July 29 and 30 good roads days in Nebraska. On those two days farmers all over the state got on the roads with their scrapers and drags. It happened that in most parts of the state the rains had pretty well settled by that time, so that the work then done on the roads was particularly in drying them off and getting them into passable shape. In the various towns and cities the automobile clubs, commercial club and other booster organizations also took advantage of these two days to send out teams with scrapers and drags to go into the country and work the roads wherever they needed it most.

The Omaha Auto club, for example, hired ten teams to go out and work roads in various parts of Douglas county during those two days. Great results were thus achieved toward putting the Nebraska roads in the best shape possible so soon after the big wet spell.

## Big Demand in West for Motor Cars is Now Unprecedented

The demand coming from the west for motor cars, as indicated by inquiries, will this year be unprecedented, according to leading manufacturers. This is ascribed to the bumper crops that will be harvested this season. The more enthusiastic reports assert that the west will be literally rolling in wealth, and as every American era of prosperity has sprung from the soil, it is certain to benefit practically all lines of trade. The automobile being no longer merely a thing of pleasure, but a thing of actual profit that is being used to great advantage in almost every avenue of business, the industry will naturally benefit largely from the improved financial conditions.

## Experts in Charge of Sales of the New Willys-Knight Cars

The Willys-Knight division of the Willys-Overland company, has been further strengthened by the addition of two men widely known throughout the automobile trade. Of these two men, John F. Toole, will look after the Willys-Knight interests throughout the south, making his headquarters in Atlanta. Mr. Toole is thoroughly posted in Knight motor construction, having gained his knowledge through his long connection with the F. B. Stearns-Duryea company, and at the position of Atlanta branch manager of the Locomobile company to take up his new duties with the Willys-Knight. The other recent addition to the Willys-Knight force is A. W. Barber, one of the veterans of the automobile industry. Mr. Barber, who is widely known, was for years prominently identified with the Stearns-Duryea company, and at the time of the dissolution of that organization was the San Francisco branch manager.

He now represents the Willys-Knight in the east, with headquarters in New York City.

## STEARNS KNIGHT HAS MANY INQUIRIES ON THE NEW CAR

"Evidently there were a great many dealers waiting to see what the Stearns would announce," said Mr. McIntire of the McIntire Auto company. Since making my announcement in the newspapers last Sunday, I have received an unlooked for number of inquiries regarding contracts for the Stearns Knight, together with inquiries from prospective buyers. It is very gratifying to realize that the buying public has taken a keen interest in the car I have chosen to back and I am sure the Stearns Knight will hold its end in building Omaha as a great distributing center for automobiles."

## Immense Order for Mitchells is Placed By New York Firm

The first part of this month was placed what is said to be the largest single motor car order ever placed for delivery in the United States.

The Carl H. Page Motors company of New York City placed their order for \$1,200,000 worth of Mitchell cars to be delivered within six weeks.

When the Carl H. Page Motors company was organized to distribute Mitchell cars in the New York metropolitan district, it anticipated the delivery of approximately \$1,000,000 worth of cars in one year, but business prospects were so promising and the whole tone of the automobile market presaged such an increased demand that this amount is going to be exceeded threefold.

Boston, Washington, Buffalo, Pittsburgh and Cleveland cannot get enough cars to fill all their orders, and Chicago, Detroit, Minneapolis, Omaha, Des Moines, St. Louis and Denver keep up a rapid fire of orders, while orders from Seattle, Portland, San Francisco and Los Angeles indicate the largest automobile business the coast has ever known.

Gives All a Chance. The Portland club has tried out thirty-two men so far this season and still Walter McCredie is not satisfied.

Arbogast Fired Again. Beaumont signed Catcher Fred Dilge, released by Galveston, and let Arbogast go to make room for him.

## Roads Before and After Treatment



TWO VIEWS OF THE SAME NEBRASKA ROADS, AFTER RECENT RAINS.

## Sealed Auto Driven to Baltimore from Detroit—Hand Sealed

Edward Scampton of the Baltimore Studebaker agency accomplished a feat remarkably successful in demonstrating what little attention the new Studebaker motors require, once properly tuned, by driving a model Six from the Detroit factories to his home city with a locked hood. The lock was sealed before the start, the key being sent to Mayor Preston, who opened the hood for the first time since the start of the trip when the car reached Baltimore Sunday afternoon. Mr. Scampton left Detroit on the preceding Thursday evening. A large crowd was attracted to the Baltimore city hall when the unsealing ceremonies took place, and the interest shown in the accomplishment prompted Frank B. Donovan, the Baltimore dealer to wire the factory, asking that his order of cars be rushed forward.

An auxiliary pipe for oiling was so arranged that it would not be necessary to open the hood for lubrication purposes. A message by wire was received from

Baltimore, stating that the car had performed wonderfully on the trip, and at the conclusion had made every hill in the vicinity of the Oriole City with ease on high gear.

## \$30,000 Concrete On Lincoln Highway In Illinois County

STERLING, Ill.—Approximately \$30,000 will be spent in the building of concrete roads on the Lincoln highway in Whiteside county this year. Most of the work will be in Hopkins, Mount Pleasant and Union Grove townships. Whiteside county has appropriated about \$12,000 for exclusively concrete construction. The state will spend an equal sum, while the Lincoln Highway association has allotted Whiteside county 2,000 barrels of cement. The farmers of Hopkins township have agreed to donate \$1,000 worth of work and the road commissioners have appropriated an additional \$1,000. County Engineer Taggart is now working on estimates and plans for this improvement. About four miles of perfect concrete road

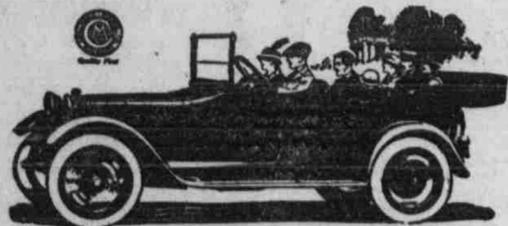
built to Lincoln highway specifications will result this season.

## ELDRIDGE GOES WITH THE NEW DETROITER COMPANY

Alfred O. Dunk, president of the Detroit Motor Car company, successor to the "Briggs-Detroit" company, Detroit, Mich., announces the appointment of Frank M. Eldredge as advertising manager for his company. Mr. Eldredge has had a wide and varied experience as an advertising and publicity promoter and will inaugurate at once a national advertising campaign for the "Detroit" cars.

## FORD OPENS BRANCH IN COUNCIL BLUFFS

The Ford Motor company has opened a sales room and service station in the building formerly occupied by their agents, the Marion Auto company, at 511 Main street, Council Bluffs. A complete stock of parts will be carried at this branch, and it is the intention of the Ford people to furnish the same service to their Council Bluffs owners as is furnished by their larger branches.



The Best Buy in Town  
Chalmers Six-48  
Seven Passenger \$1925 Touring Car at  
**\$1550**

A big luxurious, powerful car that hasn't been skimped a particle.

Ten thousand of them are giving complete satisfaction throughout the United States. \$1925 was the first price. For \$375 less we can deliver a car with all of the proven quality advantages plus the 1916 refinements.

Increased production at a smaller net profit per car—that is the reason for the reduction.

Shrewd buyers will at least see this car and take a ride in it before deciding on any car priced up to \$2000.

Stewart-Tooser Motor Co.,  
2048-52 Farnam St., Phone Doug. 133.  
We are closing our territory now, and want good, live agents. Write us for particulars.

CHALMERS MOTOR COMPANY, DETROIT, U. S. A.

# Do You Know How to Get Good Roads?

There's One Way Which Always Proves Successful---

# Boost! Boost! Boost!

Every time you find a chance to show your enthusiasm about the GOOD ROADS movement, do it. It will convince others that the idea is right.

The T. G. Northwall Co. Francis-Cullis Auto Co. Apperson Motor Co.  
Haynes Auto Sales Co. Noyes-Killy Motor Co. Akron-Marathon Rubber Co.